

Appendix XII: Prior Planning Document Coordination

APPENDIX XII PRIOR PLANNING DOCUMENT COORDINATION

AIRPORT LAYOUT PLAN

Several public meetings were held during the formulation of the Airport Layout Plan drawings, with the final hearing occurring on October 30, 2001. At the final hearing, Commissioners Alan Thompson, Jack Atthowe, and Betty Lund were all present, as were Scott Bell and Keith Belden of Morrison-Maierle, Inc. On November 8, 2001, the commissioners unanimously approved the ALP and submitted it to the FAA for review on November 21, 2001.

Preliminary copies of the Airport Layout Plan drawings and narrative report were forwarded to the organizations listed below.

Mr. John Styba, Helena Airports District Office
Mr. Jim Greil, Montana Department of Transportation – Aeronautics Division
Ravalli County Planning Department
Mr. Red Caldwell, Airport Manager, Ravalli County Airport

ENVIRONMENTAL ASSESSMENT COORDINATION

A special meeting was held in the Ravalli County Courthouse on March 25, 2004 with the Airport Board and the Consultant. The purpose of the meeting was to present the Preliminary Draft of the Environmental Assessment to the Ravalli County Airport Advisory Board.

In attendance were two persons from the public and board members Tim Huls, Fred Hasskamp, Jim Trowbridge, Terry Eckberg, and David Hedditch, along with Airport Manager Red Caldwell. Representing the Consultant were Scott Bell of Morrison-Maierle, Inc. and Jim Monger of Monger and Associates.

A memo from Betsy Kratofill addressing several issues was read and answered by the Consultant. Then each board member present commented on matters they felt required clarification.

The next agreed-upon action was to present a revised version of the EA to the Board of County Commissioners.

A public information meeting was held in the Ravalli County Courthouse on November 16, 2004 to present this revised EA to the County Commissioners and to receive public comment. Meeting minutes prepared by the Ravalli County Commission follow in this section.

COMMISSIONERS APPROVAL

LUND

THOMPSON

CHILCOTT

TAYLOR (Clerk & Recorder)

Date.....November 16, 2004

Members Present.....Commissioner Betty Lund and
Commissioner Alan Thompson

Minutes: Glenda Wiles

Commissioner Greg Chilcott was in Helena attending a MACo Justice and Public Safety Committee meeting.

The Board held a public hearing on a petition to vacate a part of the plat of Emma F. Johnson Addition to the Town of Corvallis to discontinue the platted alley in Block 2 between Lots 1-6 and Lots 7-12. Present at this meeting was Surveyor Steve Powell and Road Supervisor David Ohnstad. Commissioner Lund called the meeting to order noting this petition has been heard in public hearing prior to this date on August 26, 2004. However the paper of record (Ravalli Republic) failed to run the legal notice for that public hearing. The Commissioners Assistant, Glenda Wiles had sent the legal notice in on a timely basis and the files show the fax resolution/confirmation of the legal notice being properly sent to the paper. The Ravalli Republic acknowledged their error. The Commissioners decided to error on the side of caution and hold a second public hearing on this petition to make sure all public comment is received. During the first public hearing, Resolution No. 1542 was adopted granting the petition request.

Commissioner Lund called for public comment during this second public hearing with no members of the public present. Commissioner Thompson made a motion to adopt Resolution No. 1552 which re-affirms the petition to vacate and rescinds Resolution No. 1542.

The public hearing was then closed.

In other business the Board held a public hearing on a petition to vacate a petition by Harvey and Ephriam Hackett for an unnamed, unused road between Lot 4 – A, Block 7 and Lots 19-A and 20, Block 6, HOME ACRES ORCHARDS #1 AND #3. Commissioner Lund called the meeting to order reading the legal notice. Present at this meeting was Surveyor Steve Powell who represented Mr. Hackett and Road Supervisor

David Ohnstad. It was noted that Dennis Applebury, one of the Viewers, was not present due to Commissioner Chilcott's absence.

Commissioner Lund called for public comment.

Steve stated the county reserved a meets and bound track when Mr. Hackett purchased this land. Originally there was a gravel pit located there. Mr. Hackett wants to vacate the gravel road which would change the boundaries of the county's land. Steve stated they would like to change the boundaries in order to reflect the line that the county has from the 25' center including the fill area. Steve stated they would like to deed a portion of Mr. Hackett's property to the county, or correct the deed in order to give the county everything that is in use in the road. In exchange, they would like to correct the boundaries so the one lot meets the county road at the north. Steve relayed that the county receives more ground along the east side. This change would affect Lot 19-A and Lot 20 which belongs to Harvey Hackett. Steve further relayed that in the 1940's the road used to exist where the pond is now.

David stated both he and Dennis Applebury reviewed the road. He stated the county's property abuts the original road as it proceeded straight north and south. The county has utilized a portion of the area (three acres) as a gravel pit. David stated they are looking at the potential of the pit at a later time, and in so they would like to establish a straighter road. Therefore he agrees to vacate a portion of the road where it 'triangles out'. However they would like a granted easement as the road proceeds straight north and south as it lies next to the three acre gravel pit. He stated that would square the road up for future use. Dave also relayed that the 'triangle' portion of the road is of no use to the county but a straight line easement is of value to the county.

Steve stated he did not think his clients would have any problems with this request as it would clean up the 'triangle' of the road by vacating it.

David stated they are also looking at the gravel pit for excavation purposes. Commissioner Lund asked if they want to make this road 60' since it is currently only 50'. Steve stated at both ends the road is only 50' and the Hacketts do not own the south end. David stated there is a steep slope in the middle of the road and the road can never be extended out. Therefore the additional right of way would not be a benefit to the county. Dave also indicated if the county was to install some culverts near the pond area the road would need to be extended in width, so they would ask the petitioner to allow for future culvert installation. Steve stated the Hacketts could deed the easement along the straight line of the road which would include the area where the culverts might be installed. He stated some of this easement is already county owned, has but it would release the small triangular piece inside the leg of the road to the county.

Due to Commissioner Chilcott's absence this date and the need to continue the discussion of having an easement granted to the county, Commissioner Thompson made a motion to continue this public hearing until tomorrow at 1:30 p.m. Commissioner Lund seconded the motion and all voted "aye".

In other business the Board addressed various administrative matters as follows.

Commissioner Thompson made a motion to approve the minutes of September 20, 2004, through September 24, 2004 with corrections. Commissioner Lund seconded the motion and all voted "aye".

Commissioner Thompson made a motion to appoint David H. Cowardin to the vacant position within the Corvallis Rural Fire District. Commissioner Lund seconded the motion and all voted "aye".

Commissioner Thompson made a motion to appoint Al Milton to the Painted Rocks Fire District Board of Trustees due to the resignation of Tom Cannon. Commissioner Lund seconded the motion and all voted "aye".

Commissioner Thompson made a motion to appoint Glenda Wiles, the Administrative Assistant to the County Commissioners as the ex-officio member of the Ravalli County Local Government Study Commission. Commissioner Lund seconded the motion and all voted "aye". It was noted that Glenda will also take the minutes for this study commission and due to her working knowledge of local government; her appointment should be a 'good fit' for this study commission.

The Board met with Administrative Director Skip Rosenthal relative to various administrative issues.

Skip presented a Task Order that is part of the Bio Terrorism Grant in the amount of \$66,956.00. Commissioner Thompson addressed some changes within the Task Order including dates and asked about the amendment of monies. Commissioner Thompson made a motion to have the Chairman sign the Task Order Number 04-07-4-61-042-0 (Amendment Number One) between the Montana Department of Public Health and Human Services and the Ravalli County Public Health Department. Commissioner Lund seconded the motion and all voted "aye".

Skip also presented a contract with Healthy Mothers/Healthy Babies (Safe Kids/Safe Communities) for \$25,000.00. Ivy Stirling is the Coordinator for this grant which is submitted every year with the state. Commissioner Thompson made a motion to have the Chairman sign this contract with the state. Commissioner Lund seconded the motion and all voted "aye".

Skip also discussed the Marcus Daly Mansion Trust Project. He stated this is a 1.7 million dollar renovation project for the Mansion and the county has designated Patrick O'Herren and Theresa Blazicevich as Environmental Certifying Officers by Resolution No. 1550. Skip presented the formal letter of designation for Commissioners signatures that will be submitted to the state.

The Board addressed the Gravel Roads Management Program with Road Supervisor David Ohnstad. David stated he has received comments from the Department of Environmental Quality, the Bitterroot National Forest and other government agencies along with the public meeting with various citizens, modifications have been made and they are requesting the Commissioners to adopt this management program.

Commissioner Lund asked about the dust abatement materials (as listed on page 17). David stated these abatement materials are for Ravalli County only.

Commissioner Thompson stated he asked all of the questions he had and felt comfortable in moving on.

Commissioner Thompson made a motion to adopt the Gravel Roads Management Program as presented this day by Resolution No. 1553. Commissioner Lund seconded the motion and all voted "aye".

Dave stated he would begin the bid notice for dust abatement with the expectation to advertise sometime after the first of the year. He stated part of the program deals with speed limits on the county roads and they will need to address this after the first of the year.

The Board also discussed the Winter Roadway Operations Policy with David Ohnstad. Numerous members of the valley school district were present for this discussion.

Dave made a presentation of the proposed policy noting some of the procedures currently exist. Dave stated they present these procedures that are reasonable and it is incumbent on each driver to take responsibility to drive in a prudent manner. He stated these procedures help facilitate that reasonable and prudent manner. They have laid out priority routes for snow plowing which are logical and reasonable for the 650 miles of roads within Ravalli County. Dave stated with that many miles not everything can be a priority. The county can not guarantee bare pavement. They do not anticipate any major changes and will allow a 4" accumulation of snow prior to dispatching. He also stated they would mobilize between 0300 to 0500 hours if a snow event were to occur. Weekends and holidays are handled the same manner as they are available to mobilize in order to provide for a reasonably safe handling of road ways. Two on call supervisors, foreman and shop foreman will rotate and that 24 X 7 access can be gained by telephone. They will monitor weather forecasts in order to anticipate the equipment needs.

Priority roads will be addressed first, particularly during a heavy snow event. Dave addressed the anti skid materials on the intersections and curves, the personal property damage during snow removal and any damages such as mail boxes will be reviewed on a case by case basis. Dave stated the road operators will not assist stranded motorists but will contact law enforcement and other emergency personnel if needed. Dave stated the motorists are encouraged to ensure that their vehicles are properly maintained and equipped for winter-weather driving situations.

Dave stated they will have two motor graders and sanders at the Stevensville Shop with four operators assigned. One change they will make is to utilize the motor graders out on snowy gravel roads. This is safer for the gravel roads and frees up the truck plows. They have added 4-5 snow plow routes for winter maintenance. In Hamilton, there will be two motor graders, along with four trucks and one sander. (Those are also to be utilized in Victor). One motor grader and two sanders in Conner.

Dave hopes to increase their level of service in an efficient and effective manner by these changes. Beginning the 29th of November through February, they will have two employees each weekend on stand by status. This should help their response time and help their over all service to the community.

In regards to the priority list reflects the collector roads. This is a draft and will continue to be reviewed internally.

Commissioner Lund commented the stand by is a good idea. David stated there is a cost associated with this but should save time.

Larry Bays of Corvallis School District asked how this new procedure would affect Corvallis School Transportation. He noted only Hamilton Heights and the cross over road are the only roads covered. They drive their buses on virtually every road in between. He asked how the use of the road graders would impact their routes because a lot of their roads are gravel. The buses sometimes are ahead of his snow removal equipment and in some places they have some problems due to road grade etc. He asked for a positive show that the roads would be worked on by 7:00 a.m. In Darby they head out at 6:15 a.m. and in Stevensville they head out around 7:15 a.m.

Dave stated they hope to anticipate the weather threshold and make a decision on call out. Their objective is to have people respond on the road by 0400 hours. The motor graders should help with the road damage and road control issue for safety of the personnel. They hope to have more routes covered by the time the buses roll.

Larry stated the proof will be in how effective the graders will be particularly on the timing of the snow removal. David stated their focus must be on collector roads with 30 times more traffic than gravel roads. They do not plan on ignoring the gravel roads but they will show a priority to the major collector roads.

Corvallis School Board Member Tonya Bloom stated she understands this procedure and the establishment of road priorities but the situation that schools find themselves in is that residential developments have occurred all over the valley. They must get the kids to school. They would like some recognition that the bus routes need to be plowed as they are totally dependent upon the county to allow the buses to move through their routes. Having accidents and not getting the kids to school and having to cancel school need to be considered. She also stated that major snow events might not occur in Hamilton but they might be occurring on the benches in Corvallis.

Dave stated he understands Tonya's concern and they consider the schools to be a significant concern. But there are seven school districts and they need to prioritize the roads, from major collector to the minor access roads. Tonya stated the proof would be in what happens during the first snow or ice storm.

Darby Town Mayor expressed concern about Gold Creek Loop not being on the schedule. Dave stated that is gravel and would be addressed by the Hamilton route. Given they are adding the five plow routes, his guess is that they would be able to get to the road sooner rather than later.

Corvallis and Darby both expressed their concern about the ice storms and asked if sand would be put down by the truck after a motor grader plows the snow. Dave stated they plan on putting some sand down on the curves and intersections that need it.

Commissioner Lund asked if Dave could be provided the times and bus routes by the school districts. Dave stated that would be difficult to meet their schedule as they hope to establish a plow routes dealing with the roads in a logical sequence. Attempting to time it would be very difficult.

Dave also stated some of the personnel will be on the same routes while others may be assigned to different routes.

Commissioner Thompson asked what size of sand will be utilized. Dave stated they normally use crusher reject. He hopes to have a little cleaner material. They hope to produce 1/4" minus less the finer material. They are adding about 10% salt solution to the sand that helps it to not freeze up in the stock pile or in the trucks. They also hope to review the application of chloride on the roads prior to the time it snows. However they are not geared up to apply that product as of yet.

Paul Leddington of Stevensville School District stated he is looking for a comfort level as he has some pretty steep areas and asked about including some second priorities that address some real safety issues. Dave stated over the course of the winter he did not think this would result in any real significant changes other than some positive changes. He hopes that in an 8-10 hour shift all of the county maintained roads will be covered.

Tonya felt one thing to increase the comfort level is to insure a regular and understood mechanism for communicating with the school transportation personnel. Dave felt many of their decisions are made during the night therefore makes the communication more difficult. They hope to utilize the fax machine to get the information out. He also plans on utilizing fire and rescue personnel who are out and about to inform them of the various conditions around the valley. Dave indicated after the personnel routes are actually developed, the routes can be provided to the public.

In other business, Administrative Director Skip Rosenthal met again with the Board relative to other administrative issues. He gave the Board an update on the construction

at the Forest Service building at the airport. Skip will be writing a letter relative to the contract specifications on this building and to not recommend any further release of funds on this project. The Commissioners concurred not to release any further funds on this project.

In other business Commissioner Lund attended a JSEC meeting during the noon hours. Commissioner Thompson attended a Trapper Creek meeting during the noon hours.

The Board held a public hearing to take public comment on the draft of the Environmental Assessment for the Ravalli County Airport. Present at this meeting was Engineer Scott Bell of Morrison Maierle INC. and Jim Monger of Monger Associates along with members of the Airport Advisory Board. Numerous citizens were present as seen on the attached sign in sheet.

Commissioner Lund called the public hearing to order by reading the legal notice. A power point presentation was shown by Jim and Scott. Jim stated this hearing will be extended past this date in order to review the citizen input and finish other required items by the FAA. This review period will take place for 30 days. This information is then sent to the FAA for their review and the review material will then be published for 60 days in the Federal Review. Citizens are still able to make comment during this 60 day period.

Jim stated they hired scientists and historians to help with the Environmental Assessment, and as such they have uncovered information that will need to be mitigated. The airport does not currently meet the standards by the FAA. The improvements they are currently suggesting will not attract noisier or heavier aircraft that are not currently flying into the airport. The improvements they are suggesting are ones that will take care of the needs of today.

Scott presented Table 1-2: Runway Data – Design Standards. This is a B-2 designation airport. The table shows design criteria for the B-2 standards. Scott defined the design criteria. The existing runway separation is 200' but it should be 240' in order to meet the FAA specifications. The Environmental Assessment is designed to come up with a preferred alternative that meets the design criteria. Table 1-3: also shows the taxi way data which is only 30' and not long enough to meet the FAA design standards.

Jim presented Table 1 which is the airport forecast for the total based aircraft between the years 2003-2020. There are three categories addressed within the current population and estimated population up to the year 2020. In order to qualify the Ravalli County Airport for FAA financial contribution they have to show 500 fly in or fly out operations per year. Currently the total aircraft is 88 which includes; gliders, turbine aircraft, multi engine aircraft and single engine. They have used the current numbers and historic trend in order to estimate those numbers up to the year 2020. Ravalli County has seen an increase of aircraft activity over the past few years. In 2005 they estimate 97 aircraft, 108 in 2010 and 128 in 2020. In establishing these figures; the Figure 1 Graph was presented for the possibility of having 145 aircraft in the year 2020. A lesser estimation was 123 so

they settled on the number of 128 which corresponds with the 2.5% per year historical increase we have seen.

Jim presented the total annual airport operations in 2003 at 25,360. In 2005 those estimates reach 27,774, and in 2010 the estimate those operations at 31,366, and in 2020 at 38,598. These numbers were derived by the FBO fuel operator's sale of fuel. Jim stated the B-2 type of aircraft is fairly stable starting at 1,170 operations per year and increasing up to 1,708 in the year 2020. These forecasts need to be reviewed every few years. Figure 2 shows the airport forecast of total aircraft operations between the years' 2003-2020.

Jim stated they review the amount of use the airport currently has and what the airport will have in order to come up with the four alternatives.

- Alternative number one is to leave the airport the way it is now and not do anything to it. 1,170 operations of B-2 aircraft are what are occurring now. In order to meet the 95% funds from FAA you need to meet the FAA design criteria. One criterion is the 200' of taxi way separation which is not enough. So they eliminated this alternative.
- Alternative number two is to build another runway to the east of the current runway. This would give the separation of 280' which gives the distance required in the transitional services. This would reconstruct a whole new runway 80' to the west. This was eliminated because 4-6 months of construction would close the current runway. The cost of that improvement would equal alternative number 3 & 4. The cost of construction would be high due to round the clock construction.
- Alternative number 3 is to move the runway center line 240' east. The alternative works but not as well as number 4 because some of the hangars would not be allowable, because Part 77 penetrates these hangar spaces.
- Alternative number 4 is to shift the runway 400' east. This opens quite a bit of area up for hangar and apron expansion. Additional land would need to be purchased but it would pay for by the FAA at 95%, Montana Aeronautics at 2.5%. The cost estimate Phase 1 Development in the year 2005; Land Acquisition (parcels 10 and 12) totaling 219 acres at a cost of \$2,865.077 in the year 2003. With a cost inflation of 5%. Scott also addressed the construction, relocated runway along with taxiway ladders, lighting, relocating the PAPPI lights etc. During 2010 through 2015 they have expanded the runway extension out to 5,200' X 75' with a safety area which includes the taxiway extension, access road improvements etc. During 2015 -2020, the final Phase 3 they anticipate additional taxi lane construction, crack seal and overlay runways and aprons would occur in the amount of \$15, 014029.00 with the 5% inflation at **\$23,279,599.00.**

These amounts are FAA fundable along with Montana Aeronautics grant and loans.

Jim stated the FAA is not assuring future monies but the Ravalli County Airport currently qualifies for a 6,200' runway. However; they would like to stay with the 4,200' then move to the 5,200 feet and possibly later to the 6,200 feet as the need presents itself.

Jim also presented a '2020 noise contour' with the 5,200 foot runway. No homes should occur within the 65 noise decibel contour. Jim presented Exhibit A which addresses the noise contour and Alternative number 4 which will allow the additional 100 acres of land so the homes would not be affected by the noise contour. Jim stated they utilized noise meters at six different locations 24 hours per day. They also utilized an integrated noise contour. The area south to the airport is a current residential area. The noise contour is developed upon alternative number 4, and under a worst case scenario, only the 55 decibel noise contour develops on the properties to the south.

Other specialists were hired by Morrison Maierle showing no significant impacts on the biotic issue. However there are some needed mitigation issues on wetlands and bull trout. Those mitigation issues will be addressed in the final Environmental Assessment. Other items that need to be mitigated are the Leonardi Property as the state historical office has indicated that this property is eligible to register in the National Historic Register. The buildings have no bearing on the airport but the buildings are within this zone. Other mitigation issues are the buildings owned and operated by the Daly Ditch Company. A decision will need to be made on their historic significance and if they should be moved.

Scott stated all of the public comments will be addressed whether they are by verbal comment or written comment on the form presented by Jim Monger. Scott stated the wetlands can be mitigated along with the proper crossing on Gird Creek.

Commissioner Lund stated no decision will be made this date. They are simply taking public comments at this hearing. Commissioner Lund limited the comments to 2 minutes and encouraged written comments.

Gwen Haas felt the assessment is 'woefully lacking'. She stated when the ALP was approved, Task Force 1 and 2 were to be completed, but we have gone beyond that. BCC also stated it would be voted on by the people which we have not had. Morris & Maierle has always contended the Ravalli County Airport to be a B2 airport, but in these discussions we have to come up with an airport to meet the needs of the B2 aircraft. She asked if they will we also have to provide for a C-2 airport. What happens if there are no FAA funds available; which is a real threat hanging over the tax payer heads.

Jean of Daly Ditches asked if they know where they would be moved to.

Joyce Mayberry asked about the physical count of the B-2 aircraft. Jim stated there are 6 B-2 aircraft. Joyce responded 'so all of this is to accommodate 6 aircraft'. Theoretically if a bridge has 5 ton weight limit but Mr. Snodgrass wants to drive his 9 ton gravel truck over it; will the county pay this money to build the bridge to accommodate his truck. Joyce suggested they take their aircraft somewhere else.

Terry Parke stated there was a promise made by the Commissioners not to expand the runway. Now the discussion is going from 4,200', 5,200' to 6,200' in order to accommodate the transient aircraft who don't spend their money here.

Wendy Beye stated she supports the airport advisory board going forward with alternative number 4 for safety reasons, and it also allows the businesses located at the airport the ability to continue their operations. Six months of construction would bankrupt the businesses. She asked Jim if they estimated the number of aircraft that did not buy fuel. Jim indicated they did.

Paul O'Bagy stated the money coming from the FAA is either used or 'lost'. He stated another airport will receive the money and spend it on their infrastructure if the county does not. As far as those people coming and not spending money, that is not correct. Paul felt the transient aircraft and their occupants do bring money into our valley which builds the economy.

Betty Davis of Ravalli County Economic Development Authority supports number 4. She stated it is important to look to the future and the Airport is a critical part of our economy and safety is important. She stated the county needs to utilize the FAA funding when it is available thereby making the cost to the citizens minimal. She stated the configuration of aircraft is changing and we need to accommodate that. She stated she wants the dollars spent here and not in Missoula.

Mary Swafford opposes the expansion. She asked the Commissioners to look to what the majority prefers. She stated the 14 million dollars is better spent on schools. As a tax payer, she just paid her taxes and therefore she deserves a substantial say in this expansion rather than the 'big money swaying the influence'.

Airport Advisory Board Chairman Tim Huls stated the Airport Board voted in favor of alternative number 4 with one member abstaining from the vote. He stated the money for these safety upgrades come from aircraft user fees and if the county does not use it on our runway; we lose our money. We can not use this money for education. The money is used only for general aviation and airports are part of the major transportation issue within the United States. He stated flying is important to this economy. It assists our community with fire issues, the forest service, air medi-vac, and give a lot of other economic benefits in the county. If we do not comply with the FAA requirements then any upgrades will be on the backs of the tax payers.

Kathryn Bell lives in the Skyline Subdivision. She has no objection to recreational aircraft. However she felt the county is economically supporting the airport for a few people. She asked why we should have a larger airport. She stated she does not see any business and or jobs increasing. Rather this is just a noisy nuisance. She stated the people here want the peace and quiet.

Carl Fox stated he is an aircraft owner. However he flies off his own field. His aircraft business, in the last 5 years, has averaged 1 million dollars per year. He stated it is an amazing economic impact that trickles down to the people who live in the valley. He stated the aircraft money will either spent on our airport or in Denver.

Jim Greil, the Montana Aeronautics Bureau Chief stated they support number 4 and will continue to financially support this airport. He also relayed that the Ravalli County Airport is one of the most vital airports in Western Montana.

FBO Steve Wolters encouraged option number 4 because of the business economics of the other options. He stated there are more than just six B-2 aircraft that use this airport. The majority of those planes come from elsewhere and the dollars they bring in are astronomical. He stated there is an old saying; "One mile of road and you can travel one mile, one mile of runway and you can travel the world".

Monte Drake Chair of Ravalli County Economic Development Authority stated he worked as the Chief Financial Operations Manger for Tom Fox for 2 ½ years. He stated Tom Fox had a leer jet which was based in Hamilton. They flew to Texas, Canada and Eastern Montana for the brokering of their lumber products. Tom Fox employed 52 sales dispatchers in Hamilton. He stated this business also required them to fly all over the U.S. and Canada, which allowed business efficiency. He stated there are quite a few families in the valley that benefit from this company and it occurs because of the airport.

Hattie Gibson, a member of the Planning Board and the Economic Development Authority, relayed when they traveled the county educating the public about the growth policy, one of the issues that was important for the citizens was they want good jobs so their kids won't have to leave the county for other employment. She stated airports are needed for economic growth and no one can put a wall around our borders to keep growth from occurring. She asked if the aircraft landings increase, would the county eventually need a control tower. Jim stated we should never need a control tower at this airport.

Dennis Moore asked Scott to send him the regulations that show no maintenance fees will be given to Ravalli County if they do not go along wit the expansion plan. He also asked Jim for the number of times Monger and Associates have been the sub-contractor of Morris & Maierle INC. He said the majority of residents would rather have this money spent at the Missoula Airport. He asked if the FAA has to have a 5,200' runway for a B-2 airport. He stated the 'APOA' reports show 3.5 million dollars have been put into this airport and "it takes an act of congress to relieve grant obligations".

Tom Devine stated maintenance and operations expense has not been discussed and he would like to see that addressed.

Airport Board Member Theresa Eckberg stated she does not fly, but she lives in the landing pattern. She is in the loudest of the defined contour areas but does not find it offensive. The school bus is every bit as loud. She also addressed the comment made

that the PILT money is being lost. She stated that is not accurate. She stated the PILT (Payment In Lieu of Taxes) money and FAA money are separate funds and sources. And the County's PILT money has nothing to do with the airport grant money. The airport manager has pointed out that the airport runway is not adequate for a B-1 aircraft.

Commissioner Lund placed a letter from Lonnie Bookbinder into the record along with documents from Betsy Kratofil.

Forms were then passed out for written comment and questions.

Commissioner Lund advised the citizens if they wanted to review the Environmental Assessment there were copies located with Glenda in the Commissioners Office. Scott stated any additional comments will be addressed in the next 60 days. He stated they will meet with the FAA relative to the mitigations such as the Daly Ditches, and those mitigations will come in an appendix.

There was a question on the time frame from an audience member. Scott will be meeting with John Stelling of the FAA on Friday to address their questions on the mitigation issues. Depending on what the FAA needs will bring the time frame into either a month or after the first of the year. The public will have another 30 days after the FAA makes their mitigation concerns known.

Scott stated the questions asked here tonight and from any written form will be addressed in the Environmental Assessment, and not personally.

Commissioner Thompson stated with the Environmental Assessment not being complete, he will wait to address his concerns and questions. It was agreed this public hearing will be continued until they have the completed Environmental Assessment. Scott stated he will get back to the Commissioners with a written schedule of what they anticipate they can do. If it is a full blown mitigation measure that FAA needs, it will take more time. Commissioner Lund stated they need to set a date in order to continue this public hearing and public comment. Scott stated they could move this to April or May of 2005.

Commissioner Thompson motion to have second public hearing on May 17, 2005, with the Environmental Assessment ready for public comment on April 15th. Commissioner Lund seconded the meeting and the meeting was adjourned.